परिवहन–सुरक्षा के लिये नीति बनाया जाना

3801. **श्री राम नरेश यादव** : क्या **जल-भूतल परिवहन** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार परिवहन-सुरक्षा के लिए कोई नीति/योजना बनाने का विचार रखती है,

(ख) यदि हां, तो उसकी मुख्य-मुख्य विशेषताएं क्या हैं, और

(ग) क्या भविष्य में उक्त नीति को दिल्ली में कार्यान्वित किया जाएगा और यदि हां, तो उसे कब तक कार्यान्वित किया जाएगा ?

जल-भूतल परिवहन मंत्रालय के राज्य मंत्री (श्री जगदीश टाइटलर) : (क) से (ग) सन् 2001 तक, सड़क दुर्घटनाओं में मरने वाले व्यक्तियों की संख्या कम कर के 25,000 करने तथा दुर्घटनाओं की संख्या कम करके 2 लाख करने के उद्देश्य से राष्ट्रीय सड़क सुरक्षा नीति का एक मसौदा राष्ट्रीय सड़क सुरक्षा परिषद् के समक्ष इसकी 21 जनवरी, 1993 को नई दिल्ली में की गई बैठक में पेश किया गया था । विचार-विमर्श के पश्चात् परिषद् ने एक 9-सदस्यीय विशेषज्ञ दल गठित किए जाने की सिफारिश की जो, राष्ट्रीय सड़क सुरक्षा परिषद की बैठक में किए गए विचार-विमर्श एवं उसमें दिए गए सुझावों को ध्यान में रखते हुए तथा राज्य सरकारों/राष्ट्रीय सड़क सुरक्षा परिषद् के सदस्यों से और सुझाव प्राप्त करने के पश्चात राष्ट्रीय सड़क सुरक्षा नीति दस्तावेज के मसौदे को अंतिम रूप देगा । विशेषज्ञ दल का गठन हो चुका है और तीन महीने के अन्दर इसे अपनी रिपोर्ट प्रस्तुत करने के लिए कहा गया है। यह दल अपनी रिपोर्ट जल-भूतल परिवहन राज्य मंत्री की अध्यक्षता में गठित राष्ट्रीय सड़क सुरक्षा परिषद की उप समिति को देगा जो इस वर्ष बाद में राष्ट्रीय सड़क सुरक्षा परिषद् की विशेष बैठक में विचार-विमर्श एवं पारित किए जाने के लिए, इसे अंतिम रूप देगा ।

Accidents caused by Red Line Buses

3802. DR. ISHWAR CHANDRA GUPTA :

SHRI RAM NARESH YADAV :

Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) the number of accidents involving buses on red line service under DTC/STA in Delhi;

(b) the number of persons killed in the accidents;

(c) the reasons for huge number of accidents; and

(d) the steps taken by Government to avoid loss of life due to negligence of Red line bus drivers?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) 32 (From Sept. 1992 to Feb. 1993).

(b) 15 (From Sept. 1992 to Feb. 1993)

(c) and (d) The Delhi Administration have started a five-day evening training course for refreshing the skills of licensed drivers of Red Line Buses running under STA permits. 221 drivers have so far been trained under this scheme. This training scheme will be further extended so as to cover all drivers employed in the buses under STA scheme.

In addition, the Delhi Police have taken the following steps to minimise the road accidents in Delhi :

(1) Strict and rigid enforcement of Traffic Rules and Regulations.

(2) Organisation of special drives against rash and negligent driving, Road Hogging, Unauthorised drunken driving, Red Light jumping, Road Hogging, Unauthorised Parking at Inter-sections etc.

(3) Regular prosecution of violators by issue of notices.

(4) Special mobile checking on National Highways.

(5) Prosecution through most modern equipments viz. Periscope Van, Radar Guns.

(6) Synchronization of Traffic signals in a Network.

(7) Random morning, evening, night and group checking for reckless driving.

(8) Distribution of Literature to the drivers.

(9) Special Road Safety Lectures to the drivers of DTC, Private buses under DTC operations and other operators in Delhi.

(10) Introduction of Bus Box, Yellow Box etc.

Water Transportation System

3803. SHRI SHANKAR DAYAL SINGH : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) what action has been taken by Government regarding water transportation system to ferry passengers and cargo through Ganga River as announced by Government long ago; and

(b) whether Government have dropped the idea, of such plan; if not, whether it is still under its consideration?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) In order to facilitate Inland Water Transport System on the river Ganga the following actions have been taken by the Inland Waterways Authority of India:

(i) Navigation channel of 2.0m depth in Haldia-Farakka stretch and 1.5m depth in Farakka-Patna stretch is provided through regular river conservancy works. The channel is marked with temporary channel marks for the benefit of waterway users.

(ii) Terminal facilities for cargo handling have been provided at Haldia, Calcutta, Pakur, Farakka, Bhagalpur, Munghyr and Patna.

(iii) Construction of permanent general cargo berth at patna (Gaighat) has been sanctioned at an estimated cost of Rs. 4.90 crores.

Operation of ferry services for passengers/cargo is a State subject.

12.00 Noon

STATEMENT BY MINISTER

Correcting the reply given in the Rajya Sabha on the 10th December, 1992 to Unstarred Question 2680 regarding import of Passport booklets.

MR. CHAIRMAN : Statement by Minister correcting answer to question.

SHRI R.L. BHATIA.

SHRI MD. SALIM (West Bengal) : Sir, I am on a point of order. (*Interruptions*)

SHRI KAMAL MORARKA : Sir, I am on a poit of order. (*Interruptions*) . . .

MR. CHAIRMAN : There is no supplementary. Nothing can be asked on this. I am calling the Minister to make . . . . (*Interruptions*) ...

SHRI MD. SALIM : The answer which he is going to correct ... (*Interruptions*) ...

MR. CHAIRMAN : You cannot ask anything on this. It is merely placed on the Table of the House. (*Interruptions*) . . .

SHRI MD. SALIM : Sir, in the List of Business it is mentioned that Shri R. L. Bhatia is going to make a correction to the answer given regarding the import of passport booklets, to Unstarred Question No. 2680. But the original question has nothing to do with the import of passport booklets. The original question is relating to the number of applications received for passport, the number of passports isssued and the number of passport booklets ... (*Interruptions*) ...